19981207.ba v02_n329.bam.981207

>From ???@??? Mon Dec 07 23:52:17 1998
Message-Id: <199812071814.MAA02559@sco.theporch.com>
Date: Mon, 7 Dec 1998 12:11:54 CST
Subject: BOATANCHORS digest 2329

BOATANCHORS Digest 2329

Topics covered in this issue include:

  1) Re: Loading a tree?
     by "Neal McEwen, K5RW" <nmcewen@metronet.com>
  2) Need RCA Mod Xfmr info
     by William Marvin <wmarvin@computer.net>
  3) Re: BC-611 B batteries
     by David Stinson <arc5@ix.netcom.com>
  4) Re: U-505 at Chicago Museum of Science
     by "James D. Mayfield" <kb9bnr@revealed.net>
  5) Re: Valiant Birdies and more
     by "Arden Allen" <gumbear@pacbell.net>
  6) Re: Searchlight buffs ahoy!
     by "Roberta J. Barmore" <rbarmore@indy.net>
  7) Re: Where'd they go?
     by "Ragnar Otterstad" <otterstad@inet.uni2.dk>
  8) Re: Where'd they go
     by Jderm740@aol.com
  9) Re: Receiver Radiation
     by Jderm740@aol.com
 10) Re: Searchlight buffs ahoy!
     by Kargokult@aol.com
 11) Re: Military Antenna Nomenclatures
     by Kargokult@aol.com
 12) Re: BC-611
     by Kargokult@aol.com
 13) Re: Sparton age
     by "Steve" <scb@mail.internettport.net>
 14) US sub available for tour
     by Kim Herron <kherron@voyager.net>
 15) Re: Loading a tree?

     by Bill J <maestro@cix.co.uk>
 16) Thanks for Capacitor Help
     by George Humphrey <gah@koyote.com>
 17) AF-67 Manual Needed
     by "Gary F. Franklin" <franklin@net-link.net>
 18) hallicrafters ?
     by "James D. Mayfield" <kb9bnr@revealed.net>

 19) Re:, Re: Where did they go?
     by Jderm740@aol.com
 20) 30S-1 Relay Wanted
     by Sandra L Knepper <slkst29+@pitt.edu>
 21) Re: hallicrafters ?
     by Al Parker <anchor@coastalnet.com>
 22) Pullman, WA / Moscow, ID BAs?
     by nielw@ix.netcom.com
 23) FS: COMMAND RADIOS
     by Maurice Weinschenker <morry@ix.netcom.com>
 24) Gonset 903/913 amp part needed
     by "Joseph W. Pinner" <kc5ijd@sprintmail.com>

Message-ID: <366712A3.7241@metronet.com>
Date: Thu, 03 Dec 1998 22:37:24 +0000
From: "Neal McEwen, K5RW" <nmcewen@metronet.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Loading a tree?
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Yes, the U.S. Army experimented with this. I remember seeing an
article in Electronic Design News in the mid to late 60s on the
subject. It showed a box about 6" x 6" x 12" stapped to a tree.
   After 30 years I can't remember any of the details, but it must have
made a lasting impression as I still recall it!
--
73 de K5RW, Neal McEwen, at "The Telegraph Office", nmcewen@metronet.com
        A WWW Page for Telegraph Key Collectors and Historians
           http://fohnix.metronet.com/~nmcewen/tel_off.html

Message-ID: <36688E11.5CF83715@computer.net>
Date: Fri, 04 Dec 1998 20:36:18 -0500
From: William Marvin <wmarvin@computer.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Need RCA Mod Xfmr info
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I may acquire an RCA Modulation transformer Type - XT-1690.
This a an open frame unit with spark gaps installed. Looks to be 500 to
1KW class.
Does anyone out there have the specs on this xfmr. I'm looking for input

and output
impedances, power rating, etc.
Any info will be greatly appreciated. Thanks in advance.

73,

Bill - K2WPM
wmarvin@computer.net

Message-ID: <36688FEF.7DA9@ix.netcom.com>
Date: Fri, 04 Dec 1998 19:44:15 -0600
From: David Stinson <arc5@ix.netcom.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: boatanchors@theporch.com
Subject: Re: BC-611 B batteries
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

BC-611 Battery Drain:

BA-37 1.5 VDC Filament supply:
  While receiving: 250 MA
  While transmitting: 300 MA

BA-38 103 VDC Plate supply:
  While receiving: 11 MA
  While transmitting: 35 MA

--
73 DE David Stinson AB5S
arc5@ix.netcom.com

Occupied Texas, CSA

Message-Id: <3.0.32.19981204211230.00ba2d0c@revealed.net>
Date: Fri, 04 Dec 1998 21:12:39 -0600
To: Old Tube Radios <boatanchors@theporch.com>
From: "James D. Mayfield" <kb9bnr@revealed.net>
Subject: Re: U-505 at Chicago Museum of Science
Mime-Version: 1.0
Content-Type: text/plain; charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

I thought this would be of interest to you all. I have to friends of mine
that are in the process of restoring two German transmitters, the rumor

than have is that these transmitters came from u-boats. I don't think so as these transmitters have factory 110VAC power supplies in them. U-boats ran on DC, as I recall. If your interested in more u-boat info please have a look at this great page. http://uboat.net/

"On June 19, the task group and the submarine sailed into Bermuda. Captain Gallery swore
his 3,000 men to secrecy, and the prisoners were kept in their own prisoner-of-war camp.
At Lorient, the U-505 was listed as "overdue, presumed lost." Because of the code books,
the Allies sank almost 300 U-boats during the next eleven months. Not until after the war
did former Admiral Doenitz learn the U-505's true fate, thus, Berlin did not change the
codes. After the war, Loewe became a Fregattenkapit=E4n in the West German Navy, and
Lange was viewed with suspicion because his U-boat was taken by force."=20

At 05:27 PM 12/4/98 -0500, you wrote:
>Re; What happened to the crew;=09
>

****
J. Dave Mayfield KB9BNR =20
=20
http://home.revealed.net/qste/bnr/kb9bnr.html =20
kb9bnr@revealed.net =20
http://home.revealed.net/qste/sale =
=20

Message-Id: <199812050338.TAA01949@mail-gw.pacbell.net>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Valiant Birdies and more
Date: Fri, 4 Dec 1998 19:38:24 -0800
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit

Hi Tom;

While listening to your 100 Kc "birdie", tune your transmitter plate and

grid circuits. If the birdie shifts in frequency (much more than you would expect from VFO frequency shift) than your problem is a spurious oscillation in a driver or the final. If the birdie is stable in frequency while tuning than it is possibly originating in the VFO itself. Coming from the VFO I would surmise there is a 100 Kc oscillation (possibly from the VR tube) modulating the VFO. If it's an oscillation modulating the VFO than you should have TWO birdies, one 100 Kc above and one 100 Kc below your VFO frequency. Likewise a 100 Kc oscillation modulating a driver or the final would have upper and lowwer sidebands. Snooping out a spurious oscillation with all of that RF around can be difficult, everything may have to be tried short of euthanasia. Don't euthanize yourself, BTW.

Arden Allen   KB6NAX   Vallejo, CA   gumbear@pacbell.net

Date: Fri, 4 Dec 1998 22:55:43 -0500 (EST)
From: "Roberta J. Barmore" <rbarmore@indy.net>
To: Old Tube Radios <boatanchors@theporch.com>
cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Searchlight buffs ahoy!
Message-ID: <Pine.SUN.3.96.981204224535.18822A-100000@indy3>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

Hi!

In re carbon arc lights and feeding the rods, I *think* there's some sort of function of current vs. arc size that can be used to automate the feed. That's from conversations with one of the two ex-theatre projectionists I know (one of whom now works as a sword swallower & slack wire artist!), and maybe it's wrong. Recall the mechanism was a little fussy, though not so much so that a skilled operator couldn't occasionally stuff a nickle in a reel ahead of the change-over point and grab some sleep 'til the coin fell out...!

Will make some calls and see what the story is; usually leads to long conversations about Geneva mechanisms or worse. The most rabid BAer can't hold a candle to an old projectionist--but it's pretty nifty machinery. (In my biz, we had 3/2 pulldown, which is how you play a 24-frame per second movie over a system that draws half a new picture 30 times a second; smacks of black magic and the projector film advance gets unbeliveably complicated!)

73,
--Bobbi

("Focus! FOCUS!")

KB9GKX "RJ" rbarmore@indy.net   Roberta J. (Bobbi) Barmore
      FISTS #3388 * G-QRP #10001 * ARRL * RSGB * WIA
   Appreciator Of Vacuum-Tube Ham Gear and Vintage Keys

Message-ID: <00c501be200d$013ea920$f0d08e81@default>
From: "Ragnar Otterstad" <otterstad@inet.uni2.dk>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Where'd they go?
Date: Sat, 5 Dec 1998 04:50:53 -0000
MIME-Version: 1.0
Content-Type: text/plain;
     charset="iso-8859-1"
Content-Transfer-Encoding: 7bit
Content-Transfer-Encoding: 7bit

> Toured the U405 in mid October and when they surrenderd
> the first one out was the captain.
> Seen a Fug 16 in the radio room, an Enigma Machine with
> four wheels etc, things where so crowded in the room that
> the typewriter was half the size of a regular one.
> Also visible was a 78RPM turntable for crew entertainement.
> Never thought to see a real U Boot. You have a terrific museum.

I have been there a couple of times too and it is quite interesting,
particlularly when I had a chance to go inside the transparent walls after
hours once. Some of the EW and DF gear was still there, but not much HF
radio stuff, which must have been removed.
Still very interesting for someone like me, who has been collecting German
WW2 militarry electronics for over 20 years.

73   Rag   OZ8RO also LA5HE

From: Jderm740@aol.com
Message-ID: <d472044.3668c146@aol.com>
Date: Sat, 5 Dec 1998 00:14:46 EST
To: Old Tube Radios <boatanchors@theporch.com>
Cc: modsteph@acs.eku.edu
Mime-Version: 1.0
Subject: Re: Where'd they go
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Al and All

When we captured German prisoners we brought them to the US for safe keeping. Most of the POW camps were near other Mil. instalations so as not to arrouse the civilian population. There was a camp near the west end of Bradley field in Hartford.
Another was near Fort Monmouth. I know. I was there when I was in the Airforce. I joined the AF shortly after it split from the Army. As a new service we didn't have all the schools we needed so we were sent to some Army bases for schooling. They didn't have quarters for us on the main base so we were sent a few miles up a small road to what had been a POW camp. Single story cement block buildings with potbelly stoves for heat. Another fellow and I lucked-out there. We were the only two who knew how to properly control a coal fire and keep heat even all night in February.
All we did was tend the fires. We didn't even have to carry-in the coal or carry out the ashes. Great duty.

Jack McDermott

From: Jderm740@aol.com
Message-ID: <a8506faf.3668c145@aol.com>
Date: Sat, 5 Dec 1998 00:14:45 EST
To: Old Tube Radios <boatanchors@theporch.com>
Cc: rbrunner@gis.net
Mime-Version: 1.0
Subject: Re: Receiver Radiation
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Hi Richard and All
Your post brought back memories of my adolesent youth. Living on the East coast during WW2 I saw what we had to do to try and eliminate the sky glow that siloetted the ships as they sailed North to NY and then to join convoys on there way to England. A friend of mine who was raised in Del. and NJ remembers standing on the beach at Atlantic City and seeing the glow of burning ships just over the horizon.
Where we lived al the homes had to have blackout shades. The cars had to have their headlights half painted over with black paint and all the street lights had smaller bulbs installed. Also the street lights, which used to have those flat scolloped shades, had all their shades replaced with shades bent in a "U" shape, faceing down, and the down legs had to be positioned to shield light from the shore.
This went on for miles inland. Maybe 100 or 200. All the cities were darkened. No extranious lights were permited. And all this was done to reduce or eliminate sky glow. The subs loved it when the sky was a high overcast and there was a full moon.
It was as if we had done nothing at all.
A good book to read, if you can find it, is "The Tenth Fleet". Tells alot about how we overcame the "U" boat menace.

Jack McDermott

From: Kargokult@aol.com
Message-ID: <53e33465.3668c50e@aol.com>
Date: Sat, 5 Dec 1998 00:30:54 EST
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Re: Searchlight buffs ahoy!
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

i have to admit to an interest in light signalling, an interest so far still controllable, not out of control like with radios.
but, light signaling apparatus would seem to be a not too distant relative:
#1 uses glass bulbs (hollow state)
#2 uses filament
#3 is used for human-keyed telegraphy

lately i have been reading 'Little Ship, Big War. The Saga of DE-343' by Cmdr. Edward Stafford, with particular attention to the modes of communication in the convoy or task force: radio, pennant, and blinker. The book mentions 12 and 36 inch signal lights, the larger used carbon arc. At the same time i found a booklet of visual basic, oops i meant visual cw codes, and saw how they jibed with brief descriptions of messages given in the destroyer account. i think i would have liked this job if i could have been there, the job of signaller, visual-cw is 100% breakin, being full duplex, and an interesting complex of hardware-bound and intuitive. (hmmm, maybe i should look into 'talking drums' also?)
i have 3 light apparati aboard here, a Navy aircraft signalling gun, the kind you leaned out the PBY port into the wind to signal the imperilled freighter below; a curious unknown US-military thing that attaches to binoculars for signalling; and a Japanese WW2 signal light powered by a handcranked generator. (the Japanese had an interesting variety of man-packed light signalling apparatus)
i also think that at some 'historic field day' or other such event, a demonstration of light-signalling would be a real audience eye-catcher (pun intentional) but maybe that's just my bias....
hue

From: Kargokult@aol.com
Message-ID: <75d39b65.3668c5e9@aol.com>
Date: Sat, 5 Dec 1998 00:34:33 EST
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Re: Military Antenna Nomenclatures
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

the following msg was sent to me via the landline, repeated for
possible interest:

> My understanding of this is that AT superseded AN. AS is antenna system
> where a piece of coax or a special box may be attached or a mast may be an
> INTEGRAL part of the system. AT's and AS's still exist. The whole A-N
> system has been an evolutionary process.
>

[via hue miller]

From: Kargokult@aol.com
Message-ID: <f323ee68.3668c6f3@aol.com>
Date: Sat, 5 Dec 1998 00:38:59 EST
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Re: BC-611
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

this was sent to me by a non-newsgroup reading friend and fellow
military equipment afficionado, repeated here for possible interest:

> I tried the identical test with a BC-611/f and GRC-9 and had bad
> overload in the 611. Once I got far enough away from the GRC-9, it
> sounded good but hardly be received by the GRC-9. The only thing that
> help at close range was lowering the 6ll ant down to one section,
> although that lowers the TX range.
>
> The 611 that I have on 4495 is so sensistive that I can hear a Russian
> home SW station (UFA, I think) during the winter months, with just the
> rod ant. I suspect that the sets were to be used between each other,
> which works out well.

[via hue miller]

Message-Id: <199812050632.AAA08280@loki.internettport.net>

From: "Steve" <scb@mail.internettport.net>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Sat, 5 Dec 1998 00:17:08 +0000
MIME-Version: 1.0
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7BIT
Subject: Re: Sparton age
CC: boatanchors@sco.theporch.com (ba)

> It uses a very interesting circuit. It has the tuning condenser
(4 or 5 gangs) and coils on one chassis. NO tubes on that chassis.

Hi Norm;

You got yourself a Sparton Equasonne. Remarkably unique set indeed!
I rescued the guts to one off a curb back in the early '60s that had
given it's life for a liquor cabinet. After reassembly on its baseboard,
used it open as my bedroom radio until I enlisted and had an antique
radio clearance of a couple truckloads. Sparton did later make one w/ an
RF amp on the tuning unit. The 2nd chassis beside it still had the
broadband untuned (w/bifilar coupling xformers) RF amp/ detector/ AF.
The long 3rd chassis behind the RF& amp houses the output amp & PS.
Sparton started out w/ an AC electrified battery type 01A TRF using the
unique Kellog AC lit double ended tubes, having the heater supply
thru a double pin bakelite top cap. The Equasonne sets used 4&5 pin
standard base tubes in a 4## number series that were similar to, but not
interchangeable with, 27s & 45s.
 Regards; Steve

Message-Id: <3.0.6.32.19981205081415.007b5320@pop.voyager.net>
Date: Sat, 05 Dec 1998 08:14:15 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Kim Herron <kherron@voyager.net>
Subject: US sub available for tour
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hi Gang,

   I had an opportunity earlier this year to tour the USS Silversides,
which is a WW-II vintage US sub that was decommissioned and brought to the
Muskegon MI area.
   What makes this interesting is that the sub is complete. None of the
equipment was removed. All the radio equipment is still in place, sonar
gear, radar equipment, even the torpedoes are still in their racks
(disarmed of course)!!
   What is even neater is that this boat is permanently docked and still

sits in the water. They have gone to the trouble to cut in stairways fore and aft in the ship to ease entry and exit, but other than that, it's pretty much the way it was in 1943. Better still is the fact that $3.00 get you admission to the old girl and you can either take a guided tour, or just wander around on your own.
  the radio room has been blocked off with plexiglass, but it's only 4 feet high and it clear so you can get a REAL good view of all the transmitters and receivers. Even the old Halli S-20 is still in it's position. This ship was still in use in the late sixties. I say that because the emergencies procedures manual is still there and dated 1967.
   Muskegon is about 160 miles north of Chicago. I'm not sure if this museum (that's what they call it) is open all year or not. But if you get in my neck of the woods, like military gear, and want to see what it's like to share a floating barrel with 85 other guys, you can get a first hand look. I guess I really should go to Chicago and tour U-505 to make a good comparison. Come visit before the snow gets real deep!!

Kim W8ZV

Message-Id: <199812051316.NAA00236@mail.compulink.co.uk>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
From: Bill J <maestro@cix.co.uk>
CC: <boatanchors@theporch.com>
Date: Sat, 05 Dec 1998 13:15:57 +500
Subject: Re: Loading a tree?

On 1998-12-03 nmcewen@metronet.com said:
 nm- CC: Old Tube Radios <boatanchors@theporch.com>
 nm- Yes, the U.S. Army experimented with this. I remember seeing an
 nm- article in Electronic Design News in the mid to late 60s on the
 nm- subject. It showed a box about 6" x 6" x 12" stapped to a tree.
 nm- After 30 years I can't remember any of the details, but it must have
 nm- made a lasting impression as I still recall it!
 nm- --
 nm- 73 de K5RW, Neal McEwen, at "The Telegraph Office",
 nm- nmcewen@metronet.com A WWW Page for Telegraph Key Collectors and
 nm- Historians http://fohnix.metronet.com/~nmcewen/tel_off.html

In the past 5 years I read an article by an Indian scientist, who had found various ways of using trees as transmitting and receiving aerials. I think it must have been in "Radio Communication", a monthly published near London by the Radio Society of Great Britain (as I do not see many other relevant periodicals).

Bill J

Edinburgh, UK

Frequentasne hunc locum?

Net-Tamer V 1.11.2 - Registered

Message-Id: <3.0.6.32.19981206010511.007faa40@mail.koyote.com>
Date: Sun, 06 Dec 1998 01:05:11 -0600
To: Old Tube Radios <boatanchors@theporch.com>
From: George Humphrey <gah@koyote.com>
Subject: Thanks for Capacitor Help
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hi Everybody,

First I want to say a big Thanks for all of the help provided me in response to my motor capacitor help message. 42 of you took the time to reccommend several ways to solve my rotor control motor capacitor problem. I thought everyone might want to see a summary of those responses, as in the future if anyone ever looses one of these capacitors, you will for sure find a solution that fits your budget and schedule from these answers.

1. Order another from the company that now owns the Cornell Dublier line - TELEX (Hy-Gain?) at Lincoln, NE
2. Order from Rotor Repair and electronic supply shops:

    Norm's Rotor Service
    5263 Agro Drive
    Frederick, MD 21701
    301-874-5885

    Cats Rotor Repair

    Daves Rotor Repair

    Rotor Doctor www.rotordoc.com

    Bob Abernathy W7BA inRenton, Washington

    http://www.tiac.net/users/shiacawn/rotors/

    Digi-Key www.digikey.com

    TechAmerica has them in their catalog. http://www.techam.com

3. Order from a distributor of electrical (not electronic) equipment such as Grainger, McMaster Carr.

4. Go to a local electric motor repair shop and get a 115VAC, they will last longer than the 50VAC.

5. Refrigeration, heating, and air conditioning parts houses

6. Appliance parts supplier (washing machines, dryers, etc.)

7. Use two capacitors in series of the proper values, as that will provide a bidirectional capacitor.

8. Several of you offered free capacitors, offered to go to a store and buy one for me and ship it, offered another controller, offered to pull from your own stock and send for free.

You are the best groups of professional electronic specialists found anywhere in the world, and I want to thank each and everyone of you for your time and suggestions and offers. I found an electric motor repair shop in a small (11,000) town nearby and they had just what I needed. My rotor is again operational with new zip and power.

73 George KC5WBV

Message-ID: <366A7BD9.3668@net-link.net>
Date: Sun, 06 Dec 1998 08:43:05 -0400
From: "Gary F. Franklin" <franklin@net-link.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
CC: nc8j@ix.netcom.com
Subject: AF-67 Manual Needed
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit
Content-Transfer-Encoding: 7bit

My friend John, NC8J needs a manual or a copy of a manual for the Elmac AF-67. Please respond to him at: nc8j@ix.netcom.com

Thanks
Gary K8BKB

Message-Id: <3.0.32.19981206220125.006b2b74@revealed.net>
Date: Sun, 06 Dec 1998 22:01:31 -0600
To: Old Tube Radios <boatanchors@theporch.com>
From: "James D. Mayfield" <kb9bnr@revealed.net>
Subject: hallicrafters ?

Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Does anyone know if there is a hallicrafters mail reflector? or how about
an nets of hf?

73 Dave

****
       J. Dave Mayfield KB9BNR

http://home.revealed.net/qste/bnr/kb9bnr.html
          kb9bnr@revealed.net
   http://home.revealed.net/qste/sale

From: Jderm740@aol.com
Message-ID: <f939a56.366b63f4@aol.com>
Date: Mon, 7 Dec 1998 00:13:24 EST
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Re:, Re: Where did they go?
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Al and All
A quicky story about the enemy. Japanese types.
Dec.7 1941 when Pearl harbor was bombed a two man sub was spotted trying to
get in the gates to Pearl. supposedly it was run down by a Navy ship and sunk.
But a rumor persisted that a second one made it into the harbor but was never
found. According to the magazine "Sea Classics" it was finally found years
later, intact, and raised carefully. When they opened it up, it was empty.
Nobody home. They searched for a long time and believed the crewman
assimilated into the Japanese-American community which made up the largest
population. But the officer was a mystery. Some months after the article was
published they got a call from Baltimore.
He was the owner of a Pizza Parlor there.
So much for dedication to the Emperor.
Jack

Date: Mon, 7 Dec 1998 06:20:43 -0500 (EST)
From: Sandra L Knepper <slkst29+@pitt.edu>
To: Old Tube Radios <boatanchors@theporch.com>
cc: boatanchors@theporch.com
Subject: 30S-1 Relay Wanted
Message-ID: <Pine.GSO.3.96L.981207061344.29977E-100000@unixs2.cis.pitt.edu>
MIME-Version: 1.0

Content-Type: TEXT/PLAIN; charset=US-ASCII

My spare 30S-1 is still waiting to have its K-203 replaced. This is a 4 pole double throw relay that has one set of contacts rated at 15 ampere and the other contacts at 2 ampere. I was going to modify this circuit, as some have done, with two relays: one to switch the primary of the hv transformer and the other relay to switch several control circujits. I have no idea what the manufacturers ID number is but I believe that it is a Potter-Brumfield relay. Any assistance would be appreciated. Thank you.

Dave, W3ST
Publisher of the Collins Journal
Homepage: http://www.pixi.com/~jenkins/collins

Message-Id: <3.0.5.32.19981207073752.007f99d0@mail1.coastalnet.com>
Date: Mon, 07 Dec 1998 07:37:52 -0500
To: Old Tube Radios <boatanchors@theporch.com>
From: Al Parker <anchor@coastalnet.com>
Subject: Re: hallicrafters ?
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

At 10:01 PM 12/6/98 -0600, James D. Mayfield wrote:
>Does anyone know if there is a hallicrafters mail reflector? or how about
>an nets of hf?
>
1. hallicrafters@qth.net

You can interact with the Majordomo software by sending it commands
in the body of mail messages addressed to "Majordomo@qth.net".
Please do not put your commands on the subject line; Majordomo does
not process commands in the subject line.
     just put   subscribe hallicrafters   in the msg body

2. Sat. 1700Z 7280 (has been 1500z, changes this Sat.)
   Sun. 1900Z 14244

3. Hallicrafters Collectors Assn web site
     http://www.qsl.net/hca/Default.htm

Hope to see you there.
73,

73,
Al, W8UT
New Bern, NC

Boat Anchors appreciated here
anchor@coastalnet.com

From: nielw@ix.netcom.com
Message-ID: <366BD200.4AAE@ix.netcom.com>
Date: Mon, 07 Dec 1998 07:02:56 -0600
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Pullman, WA / Moscow, ID BAs?
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

I'll be spending the Christmas holidays in Pullman, WA. Any BA interest
in that part of WA/ID?

73, Niel
http://www.io.com/~nielw/index.htm

Message-ID: <366BF0AE.679852B8@ix.netcom.com>
Date: Mon, 07 Dec 1998 10:13:51 -0500
From: Maurice Weinschenker <morry@ix.netcom.com>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: FS: COMMAND RADIOS
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

FOLLOWING COMMAND RADIOS FS: AIRCRAFT RADIO CORP GRAY ARC VHF XMTR T13A
(28V) NO TOP OR BOTTOM COVER BUT OTHERWISE LOOKS PRETTY GUD 20.00 PLUS
SHIPPING
AIRCRAFT RADIO CORP B10A (28V) CAATC# 1R4-2. HVE 2 PCS. ONE APPEARS TO
BE COMPLETE AND WUD SAY ABT 6 ON SCALE OF 10. SECOND ONE IS A PARTS UNIT
WITH NO COVERS ABT 4 ON SCALE OF 10. 30.00 FOR THE PAIR PLUS SHIPPING.
IF U THINK THIS IS TOO MUCH LET ME KNOW.
BEST 73 MORRY K3DPJ

Message-Id: <199812071811.KAA27749@crow.prod.itd.earthlink.net>
Subject: Gonset 903/913 amp part needed
Date: Mon, 7 Dec 1998 12:12:01 -0600
From: "Joseph W. Pinner" <kc5ijd@sprintmail.com>
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="US-ASCII"

Help!

Just received a Gonset 903 amp

Due to the manner in which it was packed (face down, no padding material!!!) the panel meter cover was destroyed along with a couple of switches and there is a small bend in the cabinet.

Anyone out there have a meter cover / spare meter from a parts set I can have?

So far, that seems to be the extent of the damage - guess I should consider myself fortunate considering the absolutely awful packing job. But who knows what I will find as I go deeper into the restoration. Wish me luck.

73

Joseph W Pinner
Lafayette, LA
KC5IJD
EMail: kc5ijd@sprintmail.com

End of BOATANCHORS Digest 2329
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